

**Submittal  
Date**

1/24/2017

**Request:** 1.25 acres from  
R-4 w/NCOD to  
**OX-3-CU**  
w/NCOD

VICINITY MAP





## Certified Recommendation

Raleigh Planning Commission

CR#

### Case Information: Z-3-17 – Glenwood Avenue

<i>Location</i>	Glenwood Avenue, at its intersection with Rembert Drive Address: 5710 Glenwood Avenue PIN: 0796051272
<i>Request</i>	Rezone property from Residential-4 with Neighborhood Conservation Overlay District (R-4 w/NCOD) to Office Mixed Use-3 stories-Conditional Use with Neighborhood Conservation Overlay District (OX-3-CU w/NCOD)
<i>Area of Request</i>	1.25 acres
<i>Property Owner</i>	RD Construction Inc. 5209 Rembert Drive Raleigh NC 27612
<i>Applicant</i>	Ty Armstrong Raleigh Durham Construction Company 106 S. East Street, Raleigh, NC 27601
<i>Citizens Advisory Council (CAC)</i>	Northwest-- Jay Gudeman, Chair: (919) 789-9884; <a href="mailto:jay@kilpatrickguteman.com">jay@kilpatrickguteman.com</a>
<i>PC Recommendation Deadline</i>	June 21, 2017

### Comprehensive Plan Consistency

The rezoning case is ☐ Consistent ☒ Inconsistent with the 2030 Comprehensive Plan.

### Future Land Use Map Consistency

The rezoning case is ☐ Consistent ☒ Inconsistent with the Future Land Use Map.

### Comprehensive Plan Guidance

<b><i>FUTURE LAND USE</i></b>	Low Density Residential
<b><i>URBAN FORM</i></b>	Center: (n/a) Corridor: Transit Emphasis (Glenwood Avenue) Within ½-Mile Transit Buffer (as applicable): No
<b><i>CONSISTENT Policies</i></b>	Policy LU 2.6 - Zoning and Infrastructure Impacts Policy LU 8.12 - Infill Compatibility Policy UD 1.1 - Protecting Neighborhood Identity
<b><i>INCONSISTENT Policies</i></b>	Policy LU 1.2 - Future Land Use Map and Zoning Consistency Policy LU 1.3 - Conditional Use District Consistency Policy LU 4.9 - Corridor Development Policy LU 5.1 - Reinforcing the Urban Pattern Policy LU 5.2 - Managing Commercial Development Impacts Policy LU 5.4 - Density Transitions Policy LU 5.6 - Buffering Requirements Policy LU 7.3 - Single-Family Lots on Major Streets





## Zoning Staff Report – Z-3-17

### Conditional Use District

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## Case Summary

### Overview

The proposal seeks to rezone a single, residentially-zoned property to allow non-residential uses. The 1.25 acre parcel is currently vacant, the previously-existing 5,300 square foot-plus house having been razed within the past six months. While the site address is on Glenwood Avenue, the now-razed house faced Rembert Drive. Driveway curb cuts exist on either street, however; that on Glenwood is located approximately 230 feet from the Rembert/ Glenwood intersection, that on Rembert, approximately 55 feet from that corner.

The subject property and that immediately opposite it on Rembert Drive form the western entrance to the Brookhaven neighborhood. Brookhaven was zoned a Neighborhood Conservation Overlay District in 1993 (per zoning case Z-28-93), and contains of two sub-districts, each with respective design standards. The subject property is the southwestern-most parcel in the South section. The NCOD standards appear as an Attachment, below.

The adjoining section of Brookhaven was platted in the 1960 (BM 1960, PG 174). Nearby residences are characterized by low, horizontal lines; although several 2-story homes are located near the subject site, 1-story ranch styles predominate on Rembert Drive, including the properties on the south side of the street, just north of the site. Zoning is R-4, but most parcels are ½ acre or larger; the NCOD minimum lot size--20,000 square feet--effectively enforces an R-2 density.

Originally, the subject site was platted as two parcels, but was subsequently recombined, also adding a small portion of a third lot. The resulting parcel is one of the larger in the immediate section of the neighborhood; acre-plus lots are found elsewhere, but typically encompass steep slopes and floodplains, especially along Hare Snipe Creek, which drains southward through the center of the larger neighborhood. The site itself gently declines from its northwest corner (at the street intersection) to the southeast corner, falling 16 feet over a distance of some 315 feet. The steepest section lies at its southwest corner near the driveway cut on Glenwood Avenue. Between the site's southern lot line and Glenwood Avenue lies undeveloped street right-of-way, 35 feet wide, but edged by finished curb and gutter.

Like most Brookhaven properties, the site is distinguished by a canopy of tall trees (even after the recent removal of the house). That wooded character contrasts with the commercial properties to the west on Glenwood, the frontages of which feature deep parking lots consistent with their zoning: Commercial Mixed Use-3 stories-Parking Limited (CX-3-PL). Properties diagonally opposite the site, across the Glenwood/ Rembert/ Fairhill Drive intersection, share PL frontage designation, but are zoned Office Mixed Use (OX), capped at either three or four stories in height.

East of the intersection, though, properties on both sides of Glenwood--adjacent to as well as opposite the subject site--maintain a vegetated, largely wooded appearance along the right-of-way for more than half a mile, consistent with their Parkway (PK) zoning frontage designation. The 5-story office opposite the site on Glenwood is set back nearly 80 feet from the curb, behind a stand of trees which continues eastward along the roadway to screen that parcel's parking; the

building's ground floor and the parking lots are further screened by the grade, which slopes down from the street.

Properties just east of the site, on the same side of Glenwood, are vacant, but formerly contained active uses (commercial and single-family residential, respectively); today, some grassy spots still mix with wooded areas. Zoning is Office Mixed Use--4 stories--Parking Limited--Conditional Use. Two land-locked parcels are just behind them (one of which is adjacent to the subject site); both share the subject site's R-4 NCOD zoning.

The Future Land Use Map designates the property 'Low Density Residential,' envisioning only residential uses on site, of R-6 density or less. The Urban Form Map designates Glenwood Avenue a Transit Emphasis Corridor, upon which "an urban or hybrid approach is recommended" in applying a frontage form, "based upon context." The Comprehensive Plan identifies Parking Limited as a 'hybrid' frontage. Again, though, neighboring properties with OX zoning carry Parkway zoning.

In 2006, the site was the subject of a rezoning request, Z-15-06, which sought to remove the NCOD and limit site uses to office and medical office, with a maximum height of four stories. That case was voided before it went to Planning Commission review, however, as neighbors within 100 feet were not properly notified of the request. There was no subsequent resubmittal.

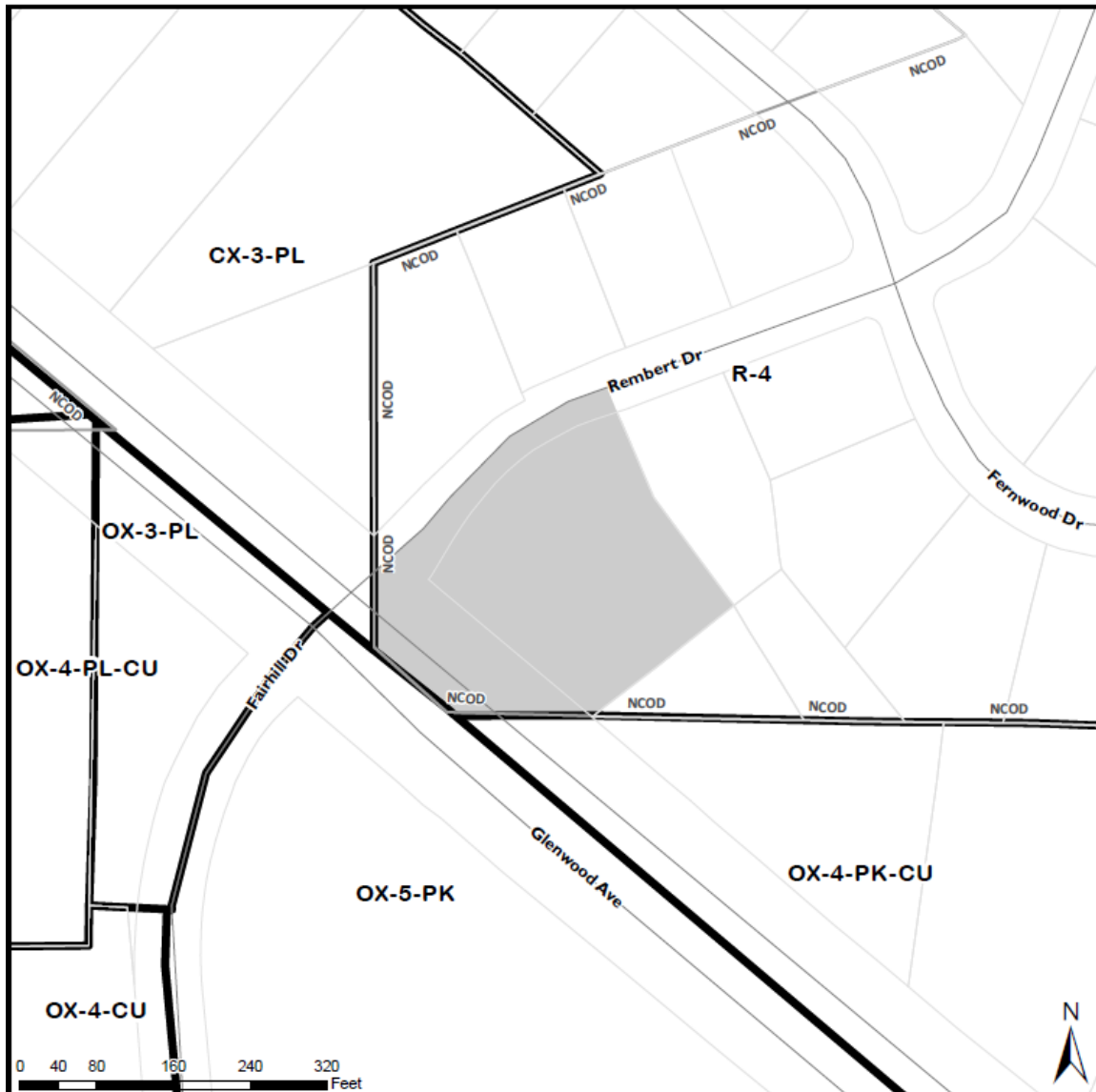
Also in 2006, the property immediately across Rembert Drive from the site was the subject of a rezoning request. Z-14-06 sought to permit office uses, but proposed keeping the NCOD. That request was found to be inconsistent with the Comprehensive Plan by the Planning Commission. City Council subsequently denied the proposal.

## Outstanding Issues

<i>Outstanding Issues</i>	<ol style="list-style-type: none"><li>1. Inconsistency with Comprehensive Plan.</li><li>2. Sewer and fire flow capacities may need to be addressed upon site development.</li></ol>	<i>Suggested Mitigation</i>	<ol style="list-style-type: none"><li>1. Amend toward consistency with Comprehensive Plan.</li><li>2. Address sewer and fire flow capacities at the site plan stage.</li></ol>
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# Existing Zoning Map

**Z-3-2017**



**Submittal  
Date**

1/24/2017

## Request:

1.25 acres from  
R-4 w/NCOD to  
OX-3-CU  
w/NCOD

## VICINITY MAP



Map Date: 1/25/2017

# Rezoning Case Evaluation

## 1. Compatibility Analysis

### 1.1 Surrounding Area Land Use/ Zoning Summary

	<b>Subject Property</b>	<b>North</b>	<b>South</b>	<b>East</b>	<b>West</b>
<b>Existing Zoning</b>	Residential-4	Residential-4	Residential-4; Office Mixed Use-4 stories- Parkway- Conditional Use	Residential-4	Commercial Mixed Use- 3 stories- Parking Limited; Office Mixed Use-3 stories- Parking Limited; Office Mixed Use-5 stories- Parkway
<b>Additional Overlay</b>	Neighborhood Conservation	Neighborhood Conservation	Neighborhood Conservation	Neighborhood Conservation	(n/ a)
<b>Future Land Use</b>	Vacant	Low Density Residential	Low Density Residential	Low Density Residential	Office and Residential Mixed Use
<b>Current Land Use</b>	Single Unit Living	Single Unit Living	Vacant	Single Unit Living	Office
<b>Urban Form (if applicable)</b>	Transit Emphasis Corridor (Glenwood Avenue)	(n/ a)	Transit Emphasis Corridor (Glenwood Avenue)	(n/ a)	Transit Emphasis Corridor (Glenwood Avenue)

### 1.2 Current vs. Proposed Zoning Summary

	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
<b>Residential Density:</b>	1 DU/ 20,000 sf* (2 DUs max.)	22.4 DUs/ acre** (28 DUs max.)
<b>Min. Setbacks:</b>		<b>Apt., General, or MU Building:</b>
<b>Front:</b>	50'*	50'*
<b>Side:</b>	5' (from lot line)/ 10' (from side street)	50' (from lot lines, per Transition Zones A & B)/ 5' (from side street)
<b>Rear:</b>	30'	50' (TZs)/ 0' or 6'
<b>Retail Intensity Permitted:</b>	(not permitted)	4,500
<b>Office Intensity Permitted:</b>	(not permitted)	26,100

\*Per NCOD standards.

\*\*Apt. or Mixed Use bldg.

### **1.3 Estimated Development Intensities**

	<b>Existing Zoning</b>	<b>Proposed Zoning*</b>
<b>Total Acreage</b>	1.25	1.25
<b>Zoning</b>	R-4 w/ NCOD	OX-3-CU
<b>Max. Gross Building SF</b>	(n/a)	32,500
<b>Max. # of Residential Units</b>	2	28
<b>Max. Gross Office SF</b>	(not permitted)	26,100
<b>Max. Gross Retail SF</b>	(not permitted)	4,500
<b>Max. Gross Industrial SF</b>	(not permitted)	(not permitted)**
<b>Potential F.A.R.</b>	(n/a)	0.60

\*The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.

\*\*Limited in OX to Detention Center/Jail/Prison, and Research & Development, both of which are prohibited by condition.

The proposed rezoning is:

☐ **Compatible** with the property and surrounding area.

☒ **Incompatible.**

Analysis of Incompatibility:

The proposal would allow office and multi-unit residential development, as well as limited retail uses (up to 15% of total square footage in a Mixed Use building). Non-residential uses are not supported by the Future Land Use Map, which calls for continued Low Density Residential uses on site. Permitted uses could include drive-thru facilities with audio communications and extensive parking areas.

The current R-4 zoning allows only Detached Houses. The proposed OX zoning would allow any Building Type permitted in the Unified Development Ordinance, including Townhouse, Apartment, General, and Mixed Use. Setback requirements would require a new building to be at least 50 feet from 3 out of the 4 property lines, but parking areas and drive aisles could ring the building. With no maximum setback specified, parking (and parking lot lighting) could also be concentrated on a single side of the site. Access is not defined; it could fall to Rembert Drive, which is classified as a Neighborhood Street per the Raleigh Street Plan.

No maximum square footage is provided. Given the site's double-lot size, even with the NCOD retained, parcel development could result in a building more than 8 times the square footage of the largest residence on the respective block, more than 10½ times the square footage size of the closest retail building (3,080 sf, at 5808 Glenwood Avenue) and more than 4½ times that of the closest office building (7,150 sf, at 5725 Glenwood Avenue), the latter two zoned for 3 stories.

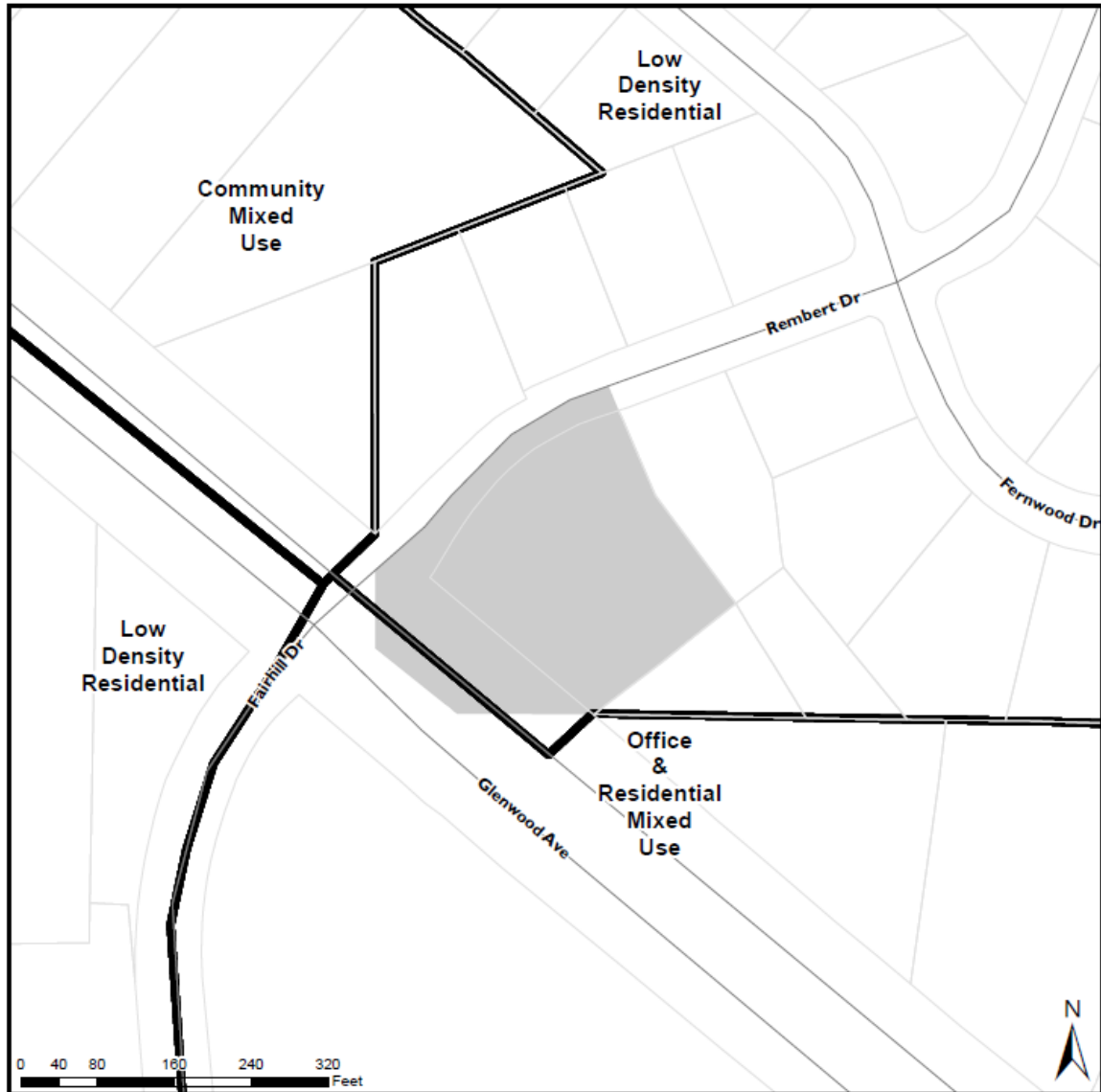
Wooded lots are characteristic of the neighborhood. The OX-zoned properties adjoining to the east are required by their Parkway frontage zoning to provide a 50-foot average width street protective yard. At less than 2 acres, though, the site is not subject to tree conservation standards.

Transit-friendly development is supported by the Urban Form Map, but no transit-oriented provisions are offered.



# Future Land Use Map

**Z-3-2017**



**Submittal  
Date**

1/24/2017

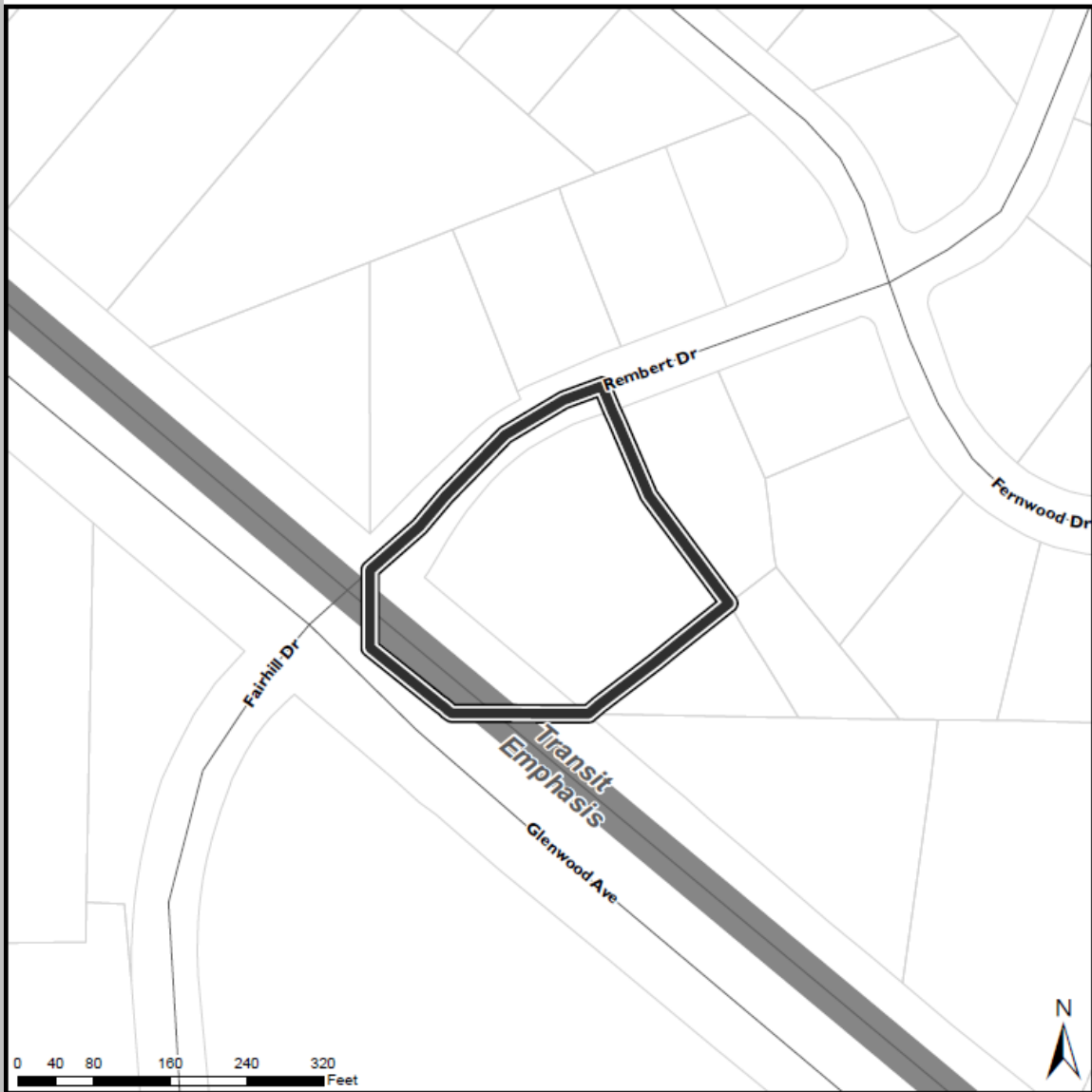
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Map Date: 1/25/2017

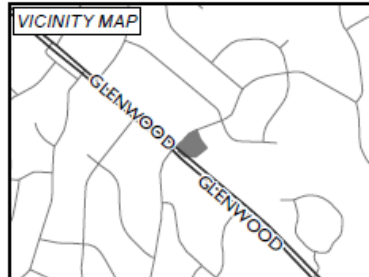


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## 2. Comprehensive Plan Consistency Analysis

### 2.1 Comprehensive Plan

Determination of the conformance of a proposed use or zone with the Comprehensive Plan includes consideration of the following questions:

- A. Is the proposal consistent with the vision, themes, and policies contained in the Comprehensive Plan?
- B. Is the use being considered specifically designated on the Future Land Use Map in the area where its location is proposed?
- C. If the use is not specifically designated on the Future Land Use Map in the area where its location is proposed, is it needed to service such a planned use, or could it be established without adversely altering the recommended land use and character of the area?
- D. Will community facilities and streets be available at City standards to serve the use proposed for the property?

- A. The proposal is inconsistent with the Comprehensive Plan. The Future Land Use Map designates the parcel appropriate for continued "Low Density Residential" uses; under the petition, the property could be redeveloped as a 2½ -story office, multi-unit apartment, or mixed-use building of more than 25,000 square feet, with up to 15% retail. The Urban Form Map locates the parcel on a Transit Emphasis Corridor, where site development should support transit access; the proposal does not address that status. The request is also inconsistent with multiple Comprehensive Plan policies.  
Redevelopment possible under the proposal could meet the goals of Vision Themes "Expanding Housing Choices" (in adding affordable housing) or "Coordinating Land Use and Transportation" (if provision was made for transit), but such possibilities are not assured. Retaining NCOD standards promotes a consistency of form supported by "Growing Successful Neighborhoods and Communities," but potential intensity and uses also pose incompatible impacts (e.g., parking lot sizes and locations; drive-through facilities).
- B. The uses possible under the rezoning are not envisioned for the site by the Future Land Use Map.
- C. The office uses sought by the rezoning are already permitted on the as-yet unbuilt, vacant tracts adjacent to the east along Glenwood Avenue, which encompass more than 4½ acres.
- D. Existing community facilities and streets appear to be sufficient to serve the uses likely under the proposed zoning.

### 2.2 Future Land Use

**Future Land Use designation:** Low Density Residential

**The rezoning request is:**

☐ **Consistent** with the Future Land Use Map.

☒ **Inconsistent**

Analysis of Inconsistency:

The proposal would allow introduction of office and limited retail uses on site, as well as higher-density residential development. The Future Land Use Map anticipates the property remaining low-density residential (6 or fewer dwellings per acre).

## **2.3 Urban Form**

**Urban Form designation:** Transit Emphasis Corridor (Glenwood Avenue)

☐ **Not applicable** (no Urban Form designation)

**The rezoning request is:**

☐ **Consistent** with the Urban Form Map.

☒ **Inconsistent**

Analysis of Inconsistency:

The Urban Form Map designates Glenwood Avenue a Transit Emphasis Corridor. The Comprehensive Plan states of such roadways, that “As these corridors are major streets, a hybrid approach to frontage is recommended.” Parking Limited is noted as being a hybrid frontage. Properties to the east along the corridor carry Parkway frontage. The proposal does not include a frontage designation.

## **2.4 Policy Guidance**

The rezoning request is **consistent** with the following policies:

### ***Policy LU 2.6 - Zoning and Infrastructure Impacts***

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed.

The proposal would allow more intensive and diverse uses of the property than are currently permitted, including multi-family, office and limited retail development. Existing City facilities appear to be able to accommodate such changes.

### ***Policy LU 8.12 - Infill Compatibility***

Vacant lots and infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.

### ***Policy UD 1.1 - Protecting Neighborhood Identity***

Use Neighborhood Conservation Overlay Districts (NCOD), Historic Overlay Districts (HOD), or rezonings to retain the character of Raleigh's existing neighborhoods and strengthen the sense of visual order and stability.

The rezoning request proposes retaining the existing NCOD standards, which provide a consistency of building height and front yard setback, and of lot size and width. (However, even after NCOD and UDO-required setbacks, the existing double-lot size of the subject parcel could permit construction of a building larger than any in the neighborhood.)

The rezoning request is **inconsistent** with the following policies:

***Policy LU 1.2 - Future Land Use Map and Zoning Consistency***

The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

***Policy LU 1.3 - Conditional Use District Consistency***

All conditions proposed as part of a conditional use district (CUD) should be consistent with the Comprehensive Plan.

The Future Land Use Map designates the site for Low Density Residential uses, which envisions only residential use of the site, of a density of 6 units per acre or less. The proposed zoning would allow higher density residential and office uses, as well as limited retail operations.

***Policy LU 4.9 - Corridor Development***

Promote pedestrian-friendly and transit supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for “transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

***Policy T 4.8 - Bus Waiting Areas***

Developments located within existing and planned bus transit corridors should coordinate with CAT [note: now ‘GoRaleigh’] to provide a stop facility that is lit and includes a shelter, bench, and other amenities (such as a waste receptacle) as appropriate.

***Policy T 4.15 - Enhanced Rider Amenities***

Promote the use of transit facilities and services through enhanced pedestrian access and provisions for seating, shelter, and amenities.

***Policy UD 2.2 - Multi-modal Design***

Mixed-use developments should accommodate all modes of transportation to the greatest extent possible.

The Urban Form Map designates Glenwood Avenue a Transit Emphasis Corridor, defined in the Comprehensive Plan as a roadway “programmed for a much higher level of bus-based service, including frequent buses, amenities at every stop, the completion of the pedestrian network, and potentially traffic signal priority for transit.” The proposal does not address that designation. Conditioned dedication of a transit easement, shelter, and related rider amenities, directly connected by sidewalk to site building(s), could provide consistency with these policies.

***Policy LU 5.1 - Reinforcing the Urban Pattern***

New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

***Policy LU 5.2 - Managing Commercial Development Impacts***

Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.

(con’t)

***Policy LU 5.4 - Density Transitions***

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

***Policy LU 5.6 - Buffering Requirements***

New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

***Policy LU 8.3 - Conserving, Enhancing, and Revitalizing Neighborhoods***

Recognize the importance of balancing the need to increase the housing supply and expand neighborhood commerce with the parallel need to protect neighborhood character, preserve historic resources, and restore the environment.

***Policy LU 8.5 - Conservation of Single-Family Neighborhoods***

Protect and conserve the City's single-family neighborhoods and ensure that their zoning reflects their established low density character. Carefully manage the development of vacant land and the alteration of existing structures in and adjacent to single-family neighborhoods to protect low density character, preserve open space, and maintain neighborhood scale.

***Policy LU 8.10 - Infill Development***

Encourage infill development on vacant land within the City, particularly in areas where there are vacant lots that create "gaps" in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.

***Policy UD 5.1 - Contextual Design***

Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.

***Policy UD 5.4 - Neighborhood Character and Identity***

Strengthen the defining visual qualities of Raleigh's neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context.

The NCOD standards set the maximum building height at 2½ stories. As an exact number of feet is not specified, the figure defaults to that of the UDO building type permitted in R-4 zoning-- Detached House; i.e., up to 40 feet tall. The half-story translates to the third floor only being half the square footage of the second (or first) floor.

The proposal would allow any Building Type permitted in the UDO. Given site size, an Apartment building could contain up to 28 units; a Mixed Use building could combine up to 21,500 square feet of office with 3,800 square feet of retail. On the adjacent block of Rembert Drive, only one Detached House is larger than 3,500 square feet, and most structures measure less than 2,700 square feet.

The UDO would require a minimum 50-foot setback from the R-4 properties on the north and east sides of the site. The NCOD would require a minimum 50-foot setback in the 'front yard.' Much if not most of those spaces, however, could be taken up in parking. The vegetative buffer required against the two R-4 lots could be as narrow as 10 feet (with a wall); the remaining 40 feet could be parking. For an Apartment or Mixed Use building, parking in the front yard could be as close as 10 feet from the street.

The proposal does not specify building orientation (i.e., toward Rembert Drive, or toward Glenwood Avenue); the response to Urban Design Guideline 24 notes only that “The primary building entrance will be on the front façade.” Existing houses in the neighborhood are oriented toward Rembert Drive.

Site lighting is not addressed, nor is the possibility of noise from drive-thru operations (a free-standing bank with ATM would be a permitted use, as would a coffee shop tenant within drive-thru window, within a Mixed Use building).

While residential lots are in the minority along Glenwood Avenue, the subject site is not alone. Just west of the Creedmoor/ Glenwood intersection, seven Brookhaven parcels extend 4/10ths of a mile along the corridor, diagonally across the intersection from Crabtree Valley Mall. To the west, residences also stand at the entrance to the Glen Forest neighborhood, at Glen Forest Drive. Notably, all of those parcels, like the subject site, are within a Neighborhood Conservation Overlay District. The property directly across Rembert Drive from the site likewise is within the NCOD, though its lot line extends from the Rembert/ Glenwood intersection at an angle, such that the parcel has no frontage on the corridor, only onto Rembert.

***Policy UD 3.7 - Parking Lot Placement***

New parking lots on designated Main Street and Transit Emphasis corridors on the Growth Framework Map should be located at the side or rear of buildings when on-street parking is available, with only limited front door parking provided elsewhere. Where feasible, parking lots abutting these corridors should be landscaped to create a pedestrian-friendly streetscape with business visibility.

***Policy UD 6.2 - Ensuring Pedestrian Comfort and Convenience***

Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections. On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers.

The proposal does not specifically address parking placement, other than to note parking areas would not be expansive or ‘visually prominent’ (responses to Design Guidelines 14 & 15). Under the proposal, parking could be placed on any side of a site building, including facing Rembert Drive. Glenwood Avenue is designated a Transit Emphasis Corridor; Parking Limited or an urban frontage would be consistent with that status, or a transit stop could be conditioned, directly linked to a site building via a pedestrian walkway.

***Policy LU 7.3 - Single-Family Lots on Major Streets***

No new single-family residential lots should have direct vehicular access from major streets, in an effort to minimize traffic impacts and preserve the long-term viability of these residential uses when located adjacent to major streets.

The proposal does not address this policy. There is an existing curb cut/ driveway into the site from Glenwood Avenue. Conditioning a prohibition of direct vehicular access into the site from Glenwood Avenue for Detached House development could provide consistency with this policy.

***Policy UD 1.10 - Frontage***

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.

The rezoning request does not propose a Frontage. Properties along Glenwood Avenue east of the site carry Parkway frontage (as well as Office Mixed Use (OX) zoning, the base district being proposed for the subject site). Commercial properties west of the property are zoned for Parking Limited frontage. If the rezoning were to be approved, the parcel would be the only non-residential property fronting Glenwood Avenue without a Frontage designation for more than mile. As noted above, the Urban Form Map designates Glenwood a Transit Emphasis Corridor, with which the Comprehensive Plan associates Parking Limited frontage (as a 'hybrid' frontage designation). Parkway frontage, however, could be considered contextually consistent with the frontage zoning of the OX properties to the east; provision of a transit stop, connected to the site building(s) by the 10'- to 20'-wide Pedestrian Path required by Parkway frontage, would further support transit operations.

***Policy UD 7.3 - Design Guidelines***

The Design Guidelines in **Table UD-1** shall be used to review rezoning petitions and development applications for mixed use developments; or rezoning petitions and development applications along Main Street and Transit emphasis corridors or in City Growth, TOD and Mixed-Use centers, including preliminary site plans and development plans, petitions for the application of the Pedestrian Business or Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

Many responses to the Design Guidelines defer to a future site plan for confirmation of consistency (e.g., 10, 12, 13, 18, 20, 21, 22, 23, 26). Several note site construction is to be "close to Glenwood Avenue" and "close to the intersection" (6, 7, 8, 23), implying a possible frontage configuration; others state development will support transit (14, 15, 17, 18). Conditions could strengthen those responses.

## **2.5 Area Plan Policy Guidance**

The rezoning request is not within a portion of the City subject to an Area Plan.

## **3. Public Benefit and Reasonableness Analysis**

### **3.1 Public Benefits of the Proposed Rezoning**

- Options for site redevelopment possible under the rezoning could increase the likelihood of returning the now-vacant parcel to active use.

### **3.2 Detriments of the Proposed Rezoning**

- Rezoning could set a precedent and encourage incompatible development in this area.

## **4. Impact Analysis**

### **4.1 Transportation**

The site is located in the southeast quadrant of Glenwood Avenue and Rembert Drive. Glenwood Avenue (US-70) is maintained by the NCDOT. Rembert Drive is maintained by the City of Raleigh. This segment of Rembert Drive currently has a two-lane, curb & gutter cross section without sidewalks. Glenwood Avenue is classified as a major street in the UDO Street



Plan Map (Avenue, 6-Lane, Divided). Rembert Drive is a Neighborhood Street with a posted speed limit of 25 mph.

There are no City of Raleigh CIP projects or state STIP projects planned for either street in the vicinity of the Z-3-17 site. Offers of cross access to adjacent parcels shall be made in accordance with the Raleigh UDO section 8.3.5.D.

The existing parcel is vacant but was formerly occupied by a single family dwelling. The existing parcel had a full movement driveway on Rembert and a Right-In/ Right-Out driveway on Glenwood. Site access will be determined upon submittal of a site plan.

In accordance with UDO Sec. 8.3.2, the maximum block perimeter for OX-3 zoning is 3,000 feet. The block perimeter for Z-3-17, as defined by public rights-of-way for Rembert Drive, Carteret Drive, Morehead Drive and Glenwood Avenue is more than 10,000 feet.

The existing land use is a single-family dwelling which generates virtually no traffic. Approval of case Z-3-17 would increase average peak hour trip volumes by 93 veh/hr in the AM peak and by 121 veh/hr in the PM peak; daily trip volume will increase by less than 1,400 veh/day. A traffic impact analysis report not required for Z-3-17.

Z-3-2017 Existing Land Use (Vacant)	Daily	AM	PM
	0	0	0
Z-3-2017 Current Zoning Entitlements (Residential)	Daily	AM	PM
	29	3	3
Z-3-2017 Proposed Zoning Maximums (Residential + Office + Retail)	Daily	AM	PM
	1,412	96	124
Z-3-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	<b>1,383</b>	<b>93</b>	<b>121</b>

**Impact Identified:** This case cannot meet the UDO Block Perimeter standard.

#### 4.2 Transit

This section of Glenwood Ave is currently served by GoRaleigh Route 6 Crabtree. Both the City of Raleigh Short Range Transit Plan and the Wake County Transit Plan call for more frequent transit along Glenwood Avenue which is identified as a premium transit corridor.

There is currently an unimproved bus stop on this property serving ~3 riders/day. Transportation predicts a maximum of ~1400 vehicular trips which, at a 1% mode share, would generate 14 additional passenger trips.

**Impact Identified:** Offer of a transit easement, shelter and amenities would advance Policies LU 6.4, T 4.8 and T 4.15, and help mitigate impacts. In lieu of deeding an easement, with the consent of the Transportation Department a transit shelter may be incorporated into the face of the building in satisfaction of a condition.

#### 4.3 Hydrology

<i>Floodplain</i>	None
<i>Drainage Basin</i>	Crabtree and Hare Snipe
<i>Stormwater Management</i>	Article 9.2 UDO
<i>Overlay District</i>	none

Site is subject to Stormwater Regulations under Article 9.2 of the UDO. No Neuse buffer or floodplain exists on the site.

**Impact Identified:** None.

#### **4.4 Public Utilities**

	<b>Maximum Demand (current use)</b>	<b>Maximum Demand (current zoning)</b>	<b>Maximum Demand (proposed zoning)</b>
<i>Water</i>	625 gpd	3125 gpd	26,250 gpd
<i>Waste Water</i>	625 gpd	3125 gpd	26,250 gpd

The proposed rezoning would add approximately 25,625 gpd to the wastewater collection and water distribution systems of the City. There are existing public sanitary sewer and water mains in Rembert Drive and an existing public water main in Glenwood Avenue.

**Impact Identified:** Verification of water available for fire flow is required as part of the Building Permit process. Any water system improvements recommended by the analysis to meet fire flow requirements will also be required of the Developer.

#### **4.5 Parks and Recreation**

There are no current or proposed greenway trails, corridors, or connectors within or adjacent to the site. Nearest trail access is Hare Snipe Creek, 1.1 miles distance. Site is 0.2 miles west of a proposed greenway corridor. There may be a future connectivity opportunity to this corridor. Recreation services are provided by Brookhaven Park, 1.0 miles distance.

**Impact Identified:** None.

#### **4.6 Urban Forestry**

The subject parcel is smaller than two acres and no Watershed Protection Overlay Districts exist on the site. Compliance with UDO Article 9.1 Tree Conservation will not be required when the site is developed.

**Impact Identified:** None. The proposed rezoning has no impact on City of Raleigh tree conservation requirements.

#### **4.7 Designated Historic Resources**

The site does not include and is not within 1,000 feet of any Raleigh Historic Landmarks or properties listed on the National Register of Historic Places.

**Impact Identified:** None.

#### **4.8 Community Development**

This site is not located within a redevelopment plan area.

**Impact Identified:** None.

#### **4.9 Impacts Summary**

- The proposal cannot meet UDO block perimeter standards.
- Sewer and fire flow matters may need to be addressed upon development.

#### **4.10 Mitigation of Impacts**

- Address sewer and fire flow capacities at the site plan stage.

## 5. Conclusions

The proposal is inconsistent with the Comprehensive Plan. Though retaining the Neighborhood Conservation Overlay District would offer some continuity of neighborhood form, the uses and density possible under the proposed OX base district is conflicts with the Future Land Use designation (Low Density Residential) and poses issues of compatibility (parking placement; building square footage). The Urban Form Map's designation of Glenwood Avenue as a Transit Emphasis Corridor is not addressed, either through conditions or a requested Frontage.

## **Brookhaven NCOD Standards**

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*UDO Section 5.4.3.F.1.a:*

### **1. Brookhaven Neighborhood**

#### **a. South District**

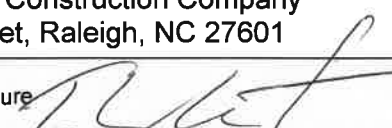
- i. Minimum lot size: 20,000 square feet.
- ii. Lot width at the building setback line: Minimum of 100 feet.
- iii. Front yard setback: Minimum of 50 feet.
- iv. Maximum building height: 2½ stories.

# Rezoning Application



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			<b>OFFICE USE ONLY</b>  Transaction #  Rezoning Case #
Existing Zoning Base District	R-4	Height N/A    Frontage N/A    Overlay(s) NCOD	
Proposed Zoning Base District	OX	Height 3    Frontage N/A    Overlay(s) NCOD	
Click <a href="#">here</a> to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
495925			

GENERAL INFORMATION			
Date	3/13/17	Date Amended (1)	3/13/17
		Date Amended (2)	3/13/17
Property Address 5710 Glenwood Avenue			
Property PIN 0796051272		Deed Reference (book/page) 016298/00092	
Nearest Intersection Glenwood Avenue/Rembert Drive			
Property Size (acres)	1.25	(For PD Applications Only) Total Units	Total Square Feet
Property Owner/Address RD Construction Inc. 106 S. East Street Raleigh NC 27601		Phone 919-821-9355	Fax 919-821-3155
		Email ty.j.armstrong@gmail.com	
Project Contact Person/Address Ty Armstrong Raleigh Durham Construction Company 106 S. East Street, Raleigh, NC 27601		Phone 919-821-9355	Fax 919-821-3155
		Email ty.j.armstrong@gmail.com	
Owner/Agent Signature 		Email cszwarckop@stewartinc.com	

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

REZONING APPLICATION ADDENDUM #1	
<p align="center"><b>Comprehensive Plan Analysis</b></p>	<p align="center"><b>OFFICE USE ONLY</b></p> <p align="center"><b>Transaction #</b></p> <p align="center"><b>Rezoning Case #</b></p>
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
<p align="center"><b>STATEMENT OF CONSISTENCY</b></p>	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>1. There are no historic resources located on the property.</p>	
<p>2. The proposed rezoning will allow limited commercial uses in a pedestrian and transit-supportive scale, consistent with Policy LU 4.9 Corridor Development. As Glenwood Avenue is identified as an Avenue 6-lane divided, Policy LU 7.3 Single-Family Lots on Major Streets states that no new single-family residential lots should have direct vehicular access from major streets. This rezoning permits limited commercial use that is both transit supportive and a long-term viable use on a major thoroughfare.</p>	
<p>3. Glenwood Avenue, a major thoroughfare, is populated with large multi-family development, multi-story office parks, and smaller scale commercial development. As such, permitting limited small-scale commercial development on this site is consistent with Policy LU 5.1 Reinforcing the Urban Pattern and Policy LU 7.4 Scale and Design of New Commercial Uses. By restricting allowed uses, this rezoning also mitigates adverse impact on nearby residential properties, consistent with Policy LU 5.2 Managing Commercial Development Impacts and Policy LU 7.5 High-Impact Commercial Uses.</p>	
<p>4. The proposed rezoning will enable a small scale development that is pedestrian and transit friendly in massing and layout, consistent with Policy UD 3.7 Parking Lot Placement, Policy UD 3.3 Strip Shopping Centers, and Policy UD 6.2 Ensuring Pedestrian Comfort and Convenience.</p>	
<p align="center"><b>PUBLIC BENEFITS</b></p>	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>1. The rezoning request enables the development of a site that is currently vacant and has in the past had issues related to vagrancy and loitering. Activating the site will help alleviate these issues and concerns.</p>	
<p>2. Allowing non-residential uses on the site supports the City's desire to create walkable, transit-supportive urban form and uses along Glenwood Avenue.</p>	
<p>3.</p>	
<p>4.</p>	

REZONING APPLICATION ADDENDUM #2	
<b>Impact on Historic Resources</b>  The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	<b>OFFICE USE ONLY</b>  <b>Transaction #</b>  <b>Rezoning Case #</b>
INVENTORY OF HISTORIC RESOURCES	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
<p>There are no historic resources located on the property.</p>	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
<p>The rezoning request enables the development of a site that is currently vacant and has in the past had issues related to vagrancy and loitering. Activating the site will help alleviate these issues and concerns.</p>	

## URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation Transit Empl Click [here](#) to view the Urban Form Map.

1.	<p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p><b>Response:</b> The proposed rezoning enables the potential provision of retail uses on the site.</p>
2.	<p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p><b>Response:</b> The 3 story height limit restricts building height to that of adjacent residential zoning.</p>
3.	<p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p><b>Response:</b> The proposed rezoning does not contemplate any new roads, rather it will connect into the existing street network.</p>
4.	<p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p><b>Response:</b> No new streets are contemplated as part of this rezoning.</p>
5.	<p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p><b>Response:</b> The small size of the parcel being rezoned does not permit the creation of new block structures.</p>
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p><b>Response:</b> The proposed rezoning will permit a pedestrian-scaled building placed close to Glenwood Avenue.</p>
7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p><b>Response:</b> Due to neighborhood transitions and parcel size, this rezoning will result in a building located in close proximity to Glenwood Avenue.</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p><b>Response:</b> Due to neighborhood transitions and parcel size, this rezoning will result in a building placed close to the intersection.</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p><b>Response:</b> Open space will be integrated into any site plans to enhance the character of development of the site.</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p><b>Response:</b> Open space will be integrated into site plans and accessible from adjacent streets.</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p><b>Response:</b> The proposed rezoning will permit limited commercial uses that support this guideline.</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p><b>Response:</b> Open space will be designed as part of future site planning, should the rezoning be successful.</p>
13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p><b>Response:</b> Open space will be designed as part of future site planning and will be consistent with UDO requirements.</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p><b>Response:</b> Development of the site will not feature large expanses of parking, and will be placed in a way that supports the transit emphasis corridor on Glenwood Avenue.</p>



15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p><b>Response:</b> Parking will not be visually prominent, and will be placed in a way that supports the transit emphasis corridor on Glenwood Avenue.</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p><b>Response:</b> Should the development feature structured parking, it would be small in scale and incorporated into the primary building on site.</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p><b>Response:</b> The rezoning permits more dense and transit-supportive land uses, while mitigating any adverse impact to adjacent residential development.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p><b>Response:</b> Development of the site will offer convenient and comfortable connection to transit along Glenwood Avenue.</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p><b>Response:</b> N/A</p>
20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p><b>Response:</b> No new streets are proposed as part of this rezoning. Direct pedestrian pathway will be provided as part of development.</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p><b>Response:</b> Upon submittal of a site plan, sidewalks will be designed in compliance with the Unified Development Ordinance.</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p><b>Response:</b> Upon submittal of a site plan, street trees will be in compliance with the Unified Development Ordinance.</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p><b>Response:</b> Future development of the site will feature a strong street edge with pedestrian-scaled building located in close proximity to the street to provide spatial definition.</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p><b>Response:</b> The primary building entrance will be on the front facade.</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p><b>Response:</b> The development will be pedestrian scaled and offer pedestrian entrance through the inclusion of windows, entrances and details.</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p><b>Response:</b> Upon submittal of the site plan, a direct connection between public sidewalks and buildings will be provided.</p>

**CONDITIONAL USE DISTRICT ZONING CONDITIONS**Zoning Case Number **Z-3-17**Date Submitted **3/13/17**Existing Zoning **R-4**Proposed Zoning **OX-3 (NCOD)****OFFICE USE ONLY**

Transaction #

Rezoning Case #

**Narrative Of Zoning Conditions Offered**

1. Prohibit the following principal uses, as described in 6.1.4: Boardinghouse; Congregate Care; Life Care Community; Dormitory, Fraternity, Sorority; Rest Home; Special Care Facility; Emergency Shelter Type A, Emergency Shelter Type B; Detention center, jail, prison; Research and Development; Cemetery; School, public or private (K-12); Telecommunication tower (<250 ft); Telecommunication tower (>250 ft); Outdoor sports or entertainment facility (<250 seats); Outdoor sports or entertainment facility (>250 seats); Commercial parking lot; Remote parking lot; Heliport, serving hospitals; Heliport, all others; Food truck

2.

3.

4.

5.

6.

7.

8.

9.

10.

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature

Print Name

Ty Armstrong



To: Neighboring Property Owner

From: Cindy Szwarczkop, AICP  
Manager of Pre-Development Services

Date: November 28, 2016

Re: Notice of meeting to discuss potential rezoning of 5710  
Glenwood Avenue

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on Tuesday December 13<sup>th</sup>. The meeting will be held in the conference room of Wilson Ratledge PLLC, located at 4600 Marriott Drive, Suite 400, and will begin at 7:00 pm.

The purpose of this meeting is to discuss a potential rezoning of the property located at 5710 Glenwood Avenue (Wake County Parcel ID number 0796051272, located at the southeast corner of the intersection of Glenwood Avenue and Rembert Drive). This property is currently zoned R-4 NCOD and the owner is considering rezoning the property to Neighborhood Mixed Use-3 (NX-3).

The City of Raleigh requires that prior to the submittal of any rezoning application, a neighborhood meeting involving the property owners within 100 feet of the area requested for rezoning.

If you have any concerns or questions I can be reached by phone at: (919)866-4823 or by email at [cszwarczkop@stewartinc.com](mailto:cszwarczkop@stewartinc.com).

For more information about rezoning, you may visit [www.raleighnc.gov](http://www.raleighnc.gov) or contact the Raleigh City Planning Department at: (919)996-2626 or by email at [rezoning@raleighnc.gov](mailto:rezoning@raleighnc.gov).

Thank you,

Cindy Szwarczkop, AICP  
STEWART

JOYNER, MARK L TRUSTEE OF THE  
JOYNER GST TRUST 12-01-1993  
PO BOX 412  
LOUISBURG NC 27549-0412

RD CONSTRUCTION INC  
5209 REMBERT DR  
RALEIGH NC 27612-6245

NORTH CAROLINA FARM BUREAU  
MUTUAL INSURANCE COMPANY  
PO BOX 27427  
RALEIGH NC 27611-7427

SPRUNGER, SUE A  
5200 REMBERT DR  
RALEIGH NC 27612-6244

NORTH CAROLINA FARM BUREAU  
MUTUAL INSURANCE COMPANY  
PO BOX 27427  
RALEIGH NC 27611-7427

WATSON, AMY BROWN WATSON,  
KENNETH MACK  
5206 REMBERT DR  
RALEIGH NC 27612-6244

MOSELEY, SALLY M MOOREFIELD,  
KENNETH MICHAEL  
5304 SENDERO DR  
RALEIGH NC 27612-1810

SELEMA, STEPHEN C SELEMA,  
FRANCES J  
3517 FERNWOOD DR  
RALEIGH NC 27612-6215

CLEMMER, DAVID GRANT  
5208 REMBERT DR  
RALEIGH NC 27612-6244

DIXON, LUCY L  
5204 REMBERT DR  
RALEIGH NC 27612-6244

WEISCHEDEL, DAVID M WEISCHEDEL,  
LAUREN D  
5205 REMBERT DR  
RALEIGH NC 27612-6245

HAIZLIP, THOMAS M HAIZLIP,  
DOLORES R  
5201 REMBERT DR  
RALEIGH NC 27612-6245

[illegible]

[illegible]

[illegible]

[illegible]



## SUMMARY OF ISSUES

A neighborhood meeting was held on \_\_\_\_\_ (date) to discuss a potential rezoning located at \_\_\_\_\_ (property address).  
The neighborhood meeting was held at \_\_\_\_\_ (location).  
There were approximately \_\_\_\_\_ (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:


Z-3-2017 Existing Land Use (Vacant)	Daily	AM	PM
	0	0	0
Z-3-2017 Current Zoning Entitlements (Residential)	Daily	AM	PM
	29	3	3
Z-3-2017 Proposed Zoning Maximums (Residential + Office + Retail)	Daily	AM	PM
	1,412	96	124
Z-3-2017 Trip Volume Change (Proposed Maximums minus Current Entitlements)	Daily	AM	PM
	1,383	93	121
<b>Z-3-2017 Traffic Study Worksheet</b>			
<b>6.23.4</b>	<b>Trip Generation</b>	<b>Meets TIA Conditions? (Y/N)</b>	
A	Peak Hour Trips $\geq$ 150 veh/hr	No, the change in average peak hour trip volume is 121 veh/hr	
B	Peak Hour Trips $\geq$ 100 veh/hr if primary access is on a 2-lane road	Yes, primary access is on Rembert Drive. Since no other conditions are met, OTP staff waives TIA for Z-3-2017	
C	More than 100 veh/hr trips in the peak direction	No	
D	Daily Trips $\geq$ 3,000 veh/day	No, the change in average daily trip volume is less than 1,400 veh/day	
E	Enrollment increases at public or private schools	Not Applicable	
<b>6.23.5</b>	<b>Site Context</b>	<b>Meets TIA Conditions? (Y/N)</b>	
A	Affects a location with a high crash history [Severity Index $\geq$ 8.4 or a fatal crash within the past three years]	No	
B	Takes place at a highly congested location [volume-to-capacity ratio $\geq$ 1.0 on both major street approaches]	No	
C	Creates a fourth leg at an existing signalized intersection	No	
D	Exacerbates an already difficult situation such as a RR Crossing, Fire Station Access, School Access, etc.	No	
E	Access is to/from a Major Street as defined by the City's Street Plan Map	No, primary access is on Rembert Drive	
F	Proposed access is within 1,000 feet of an interchange	No	
G	Involves an existing or proposed median crossover	No	
H	Involves an active roadway construction project	No	
I	Involves a break in controlled access along a corridor	No	
<b>6.23.6</b>	<b>Miscellaneous Applications</b>	<b>Meets TIA Conditions? (Y/N)</b>	
A	Planned Development Districts	No	
B	In response to Raleigh Planning Commission or Raleigh City Council concerns	None received by Transportation Planning as of Feb. 2, 2017	

## Hill, Doug

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**From:** Ty Armstrong <ty.j.armstrong@gmail.com>  
**Sent:** Thursday, March 30, 2017 3:20 PM  
**To:** Hill, Doug  
**Cc:** Cliff Zinner  
**Subject:** Re: Z-3-17

Mr. Hill,

Thanks for verifying. To confirm, RD Construction, would like to withdraw our rezoning case (Z-3-17). Thanks for helping in this matter. Please let us know if there are any additional questions or concerns.

Ty Armstrong  
R.D. Construction  
(919) 796-9944

On Mar 30, 2017, at 1:02 PM, Hill, Doug <[Douglass.Hill@raleighnc.gov](mailto:Douglass.Hill@raleighnc.gov)> wrote:

Could Mr. Armstrong also forward an email, or letter, to the same effect?

While RD Construction Inc. is listed as owner on the application form, no name other than his is provided as a company contact, and only his signature appears on the rezoning documents.

Thank you.

Doug Hill, AICP  
Department of City Planning  
One Exchange Plaza – Suite 204  
PO Box 590  
Raleigh, NC 27202-0590  
Phone: (919) 996-2622  
Email: [Doug.Hill@raleighnc.gov](mailto:Doug.Hill@raleighnc.gov)  
Website: [www.raleighnc.gov](http://www.raleighnc.gov)

---

**From:** Cliff Zinner [<mailto:rdcc@nc.rr.com>]  
**Sent:** Thursday, March 30, 2017 11:47 AM  
**To:** Hill, Doug  
**Subject:** RE: Z-3-17

Thank you.

*Cliff*

**From:** Hill, Doug [<mailto:Douglass.Hill@raleighnc.gov>]  
**Sent:** Thursday, March 30, 2017 11:45 AM  
**To:** Cliff Zinner <[rdcc@nc.rr.com](mailto:rdcc@nc.rr.com)>  
**Cc:** Szwarcop, Cindy <[cszwarcop@stewartinc.com](mailto:cszwarcop@stewartinc.com)>; BUNNY RATLEDGE <[Tratledge@wrlaw.com](mailto:Tratledge@wrlaw.com)>  
**Subject:** RE: Z-3-17

This note is to confirm receipt of your email requesting that rezoning request Z-3-17 (Glenwood Avenue) be withdrawn.

Doug Hill, AICP  
Department of City Planning  
One Exchange Plaza – Suite 204  
PO Box 590  
Raleigh, NC 27202-0590  
Phone: (919) 996-2622  
Email: [Doug.Hill@raleighnc.gov](mailto:Doug.Hill@raleighnc.gov)  
Website: [www.raleighnc.gov](http://www.raleighnc.gov)

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**From:** Cliff Zinner [<mailto:rdcc@nc.rr.com>]  
**Sent:** Thursday, March 30, 2017 11:32 AM  
**To:** Hill, Doug  
**Cc:** Szwarcop, Cindy; BUNNY RATLEDGE  
**Subject:** Z-3-17

We would like to withdraw our case (rezoning application 5710 Glenwood Avenue ) at this time.

Please confirm receipt of this.

Thank you for your help through this process and we will try to work with neighbors and come back with a more acceptable plan.

*Cliff Zinner, Owner*  
**Raleigh Durham Construction Company**  
**Hagood Homes of Wilmington**  
**106 S. East Street**  
**Raleigh, NC 27601**  
**(P) 919-821-9355**  
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